

25X1A

CLASSIFICATION ~~SECRET~~

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INFORMATION REPORT

25X1A

COUNTRY

Germany (Russian Zone)

DATE DISTR. 25 February 1946

SUBJECT

Research Activities at Gema, Institut  
Berlin, Technical Bureau Warnemünde,  
Karlsborst, Berlin-Adlershof

NO. OF PAGES 2

PLACE

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NO. OF ENCLS. 1 37811  
(LISTED BELOW)

DATE OF INFO

SUPPLEMENT TO 25X1A  
REPORT NO.

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1. The following offices are related to each other, directly or indirectly:

Gema - Berlin-Köpenick, Wendenschlossstrasse 152-158  
Institut Berlin (@ SMA Technical Bureau No. 11) - Berlin-  
 Köpenick, An der Wühlheide 232-234  
Wissenschaftlich-Technisches Büro - Warnemünde, Am Strom 110

2. Gema is concerned with the following:

- a. Torpedo steering devices, such as:

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 CONFIDENTIAL in accordance with the  
 letter of 16 October 1978 from the  
 Director of Central Intelligence to the  
 Archivist of the United States.  
 Next Review Date: 2008

- c. Development of tanks (Panzerentwicklung). Directed by Ing. Heuer

- d. Development of tubes and construction of models.

3. Institut Berlin, @ SMA Technical Bureau No. 11, deals chiefly with developments in the field of:

- a. Jet propellents and guided missile steering devices.
- b. Gyro steering devices.
- c. Submarine steering devices.

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 NO CHANGE in Class. ☐  
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4. At the present time Institut Berlin employs 50 to 60 persons, most of them on drafting work. In addition to copying documents on the V-2 and Schmetterling rockets, plus their jet propellants, the construction of these rockets was gone over thoroughly - without, however, any changes being effected.
5. Wissenschaftlich-Technisches Büro Warnemünde concentrates on shipyard requirements, such as:
- a. Buildings, offices, total area required.
  - b. Workshops: smithy, foundry, forge, turning shop, milling department, crane construction, machine construction, assembly halls, etc.
  - c. RR sidings, necessary locomotives, cars, and cranes.
  - d. Electro-mechanical workshops, including repair shops.
  - e. Test stations where ships equipment may be tested under ship-board conditions.
  - f. Docks for repairs and new constructions.
  - g. Plans for all production details, including appliances and tools and the number required.

6. All three of these agencies are directly subject to Moscow authority. Gema and Warnemünde cooperate with each other, but great differences exist as to planning and construction. Gema has capable personnel in the turbine and boiler section, but not in the section for accessory machinery. It specializes in initiating and working out plans and makes sure that later constructions will fit into existing shipyards. Warnemünde appears to be making an effort to become an independent agency.
7. Wissenschaft-Technisches Büro Karlshorst, Dorotheastrasse 25-a, is directly responsible to Moscow. Its Soviet director is Colonel Knyazov; the German chief is Ing. Brickow. This office, only loosely connected with Gema, is planning and designing river boats, canals, and low pressure boilers (15 atm, 180-280 m<sup>2</sup> heating surface, 600-1500 HP capacity). All river boats are to be produced at Rostock. Two such ships currently being constructed have been slated for 1 October 1948 delivery, but it is doubtful that this date will be met since the boilers cannot be finished before late August.
8. Wissenschaftlich-Technisches Büro Berlin Adlershof (no address given, but formerly on Greifswalderstrasse) is a sub-section of the Karlshorst office. It is headed by Professors Augustin and Sass.

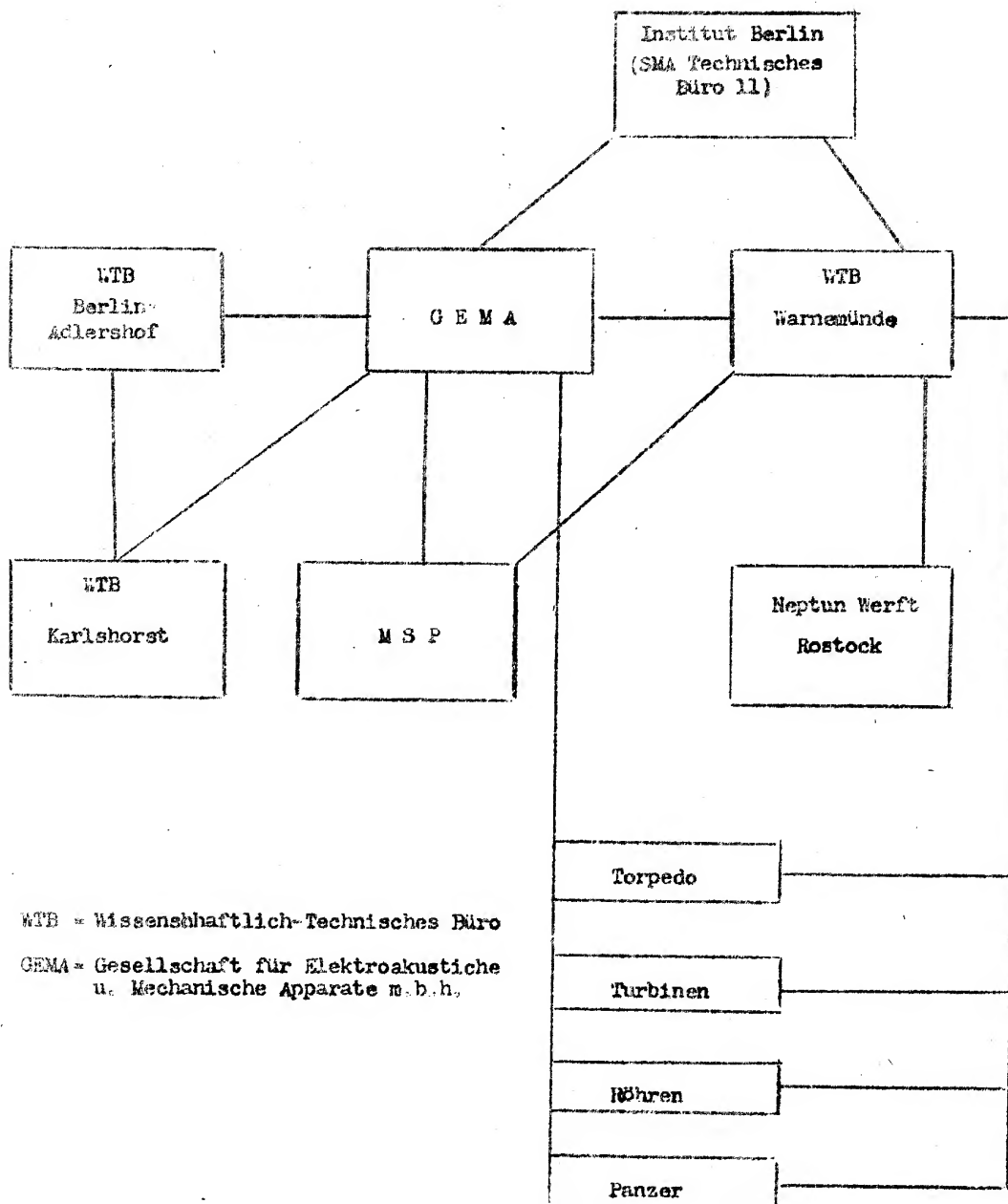
**Comment:** The reference to Greifswalderstrasse suggests - no proof is available - that the two professors may have been drafted from either the Technical-Scientific Bureau for Motors and Fuel of the People's Commissariat for Medium Machine Construction, or the Technical Bureau for Medium Machine Construction of the USSR, both located at Greifswalderstrasse 207.

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## ATTACHMENT I



Relations of Gema with Other Bureaus